

COUNTRY East Germany Approved For Release 2003/08/12 : CIA-RDP82-00457R015400330008-1REPORT NO. TOPIC Oranienburg Airfield

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EVALUATION see belowPLACE OBTAINED

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DATE OF CONTENT 30 September to 14 October 1952DATE OBTAINED DATE PREPARED 18 November 1952REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS

DO NOT CIRCULATE

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1. Between 30 September and 10 October 1952, about 1,000 workers including 200 women continued to be employed at Oranienburg airfield. Three shifts were worked. An average of two trains of 45 cars each loaded with gravel, crushed stones and cement arrived daily. The way bills of the cars loaded with cement were lettered Karstaedt-Eden-Oranienburg via Wustermark. All the cars were consigned to "Wirtschaft Romanenko". From an order for signboards, Romanenko (fnu) was a Soviet lieutenant colonel attached to a Soviet construction headquarters.¹ Signs, 40x60 cm, reading "813 liters of gravel, 219 liters of chippings, 350 kg of cement, water" were seen at the German construction bureau.

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2. Prior to 10 October, the old runway was being re-surfaced at several places. Five mixing machines were used for this purpose. about one third of the runway had been re-surfaced. About 1,000 meters from the northern end of the old runway, the figure 1,000 was painted on the runway with oil paint. Every 100 meters, the numbers from 1.1 to 2.2 were painted on the runway, number 2.2 being at the southern end of the runway. Excavation work in the southern portion of the planned extension of the runway was discontinued at the 300 meter mark. In early October, the workers employed there were utilized for the unloading of railroad cars.² One or two of the concrete mixing machines in use at the field were frequently under repair.

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 there was a shortage of coal. Levelling work and surveying continued in early September, predominantly in the southern and southeastern portions of the field. There were no indications that work was to be started on the taxiway, which was scheduled for construction in the southeastern portion of the field.

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3. Washing delivered to a laundry by the air force unit stationed at the Weisse Stadt restricted area in Oranienburg indicated that there was no change in the personnel strength of this unit as of 11 October.

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4. After 10 October, some construction workers were detached for the improvement

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of the auxiliary rooms in the hangars. A kitchen was also to be installed there. Two members of the fire brigade were seen on guard at the road block and near the hangar. They apparently had come from Berlin. The rooms on the second floor of the hangar were used by a construction bureau. Signs in Russian and German were seen on the doors indicating that the bookkeeping, procurement, planning and purchasing departments were located there. Among others, one Soviet captain and one lieutenant, who wore light blue uniforms, a Soviet woman, who apparently served as interpreter, another Soviet civilian in addition to about five German office personnel were observed.

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5. [] (fnu) from Oranienburg was ordered to renovate the rooms of the hangar at the airfield. He was authorized to employ his own personnel. According to a member [] front of the hangar, a construction headquarters consisting of soldiers and civilians was located in the hangar. The headquarters was previously stationed in Falkensee. On 10 October, work was being done on the runway, the concreting of which was about half completed. Eight carloads of reed tissue needed for plastering the ceiling were observed on the spur track.

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6. About 7 p.m. on 6 and 8 October, the construction site at the airfield was fully lighted. Most of the workers observed there were working on the southern portion of the runway. [] in Leipzig that the completion date for the airfield construction project was 3 December.⁴

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7. Security measures at the field were tightened after the RIAS broadcasting station had transmitted an exaggerated report on the construction of an airfield near Oranienburg between 28 September and 4 October. Volkspolizei were employed for guard purposes. Posters at Legebruch informed the local population that the airfield area was off limits to all unauthorized persons.

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8. In early October, construction work at the field was done in three shifts. Construction material, gravel, sand and cement continually arrived at the installation. Soviet officers were seen giving orders to construction foremen. Seven railroad carloads of billeting equipment, boards, boxes, bedding and barrels were unloaded on 4 October. The equipment was trucked to the Weisse Stadt settlement.
9. On 13 October, [] a freight car loaded with scrap at the Oranienburg freight station. The words "Zur Waage" (to the scales) were chalked on the car. A note by the VEB Scrap Central in Eberswalde certifying that the scrap did not include explosives was attached to the car. [] on the siding used by cars consigned to the airfield.⁵

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1. [] Comment. Lieutenant Colonel Fomanenko (fnu) was previously known as the chief of the Soviet construction headquarters.
2. [] Comment. The old runway was previously believed to be 2,125 meters long. The present report indicates that it is actually 2,200 meters long. It appears that the extension of the runway to the south will have a length of 300 meters.
3. [] Comment. [] air force construction unit which is at present in Oranienburg. [] in a hospital in Wittstock.
4. [] Comment. The third of December 1952 was previously mentioned as completion date for the runway. It now appears that the improvement of the hangars and construction work at the former Wilhelminenhof Cloister will also be completed by that date.

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[REDACTED]

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[REDACTED]

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5. [REDACTED] Comment. [REDACTED] a carload of gravel
dispatched from Leipzig-Plagwitz to Oranienburg for "Wirtschaft Komarenko",.

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[REDACTED]

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